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FIRST ANNUAL REPORT

OF THE

GREYLOCK COMMISSION.

JANUARY, 1902.



BOSTON:
WRIGHT & POTTER PRINTING CO., STATE PRINTERS,
18 POST OFFICE SQUARE.
1902.

FIRST ANNUAL REPORT

OF THE

GREYLOCK ^{reservation} COMMISSION.

JANUARY, 1902.



BOSTON :
WRIGHT & POTTER PRINTING CO., STATE PRINTERS,
18 POST OFFICE SQUARE.

1902.

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1898-1924

A

Commonwealth of Massachusetts

REPORT OF THE GREYLOCK COMMISSION.

This commission was appointed in June, 1898. The subscription of funds was not completed, and the property of the Greylock Park Association was not secured till the close of 1899. In 1899, 3,324 $\frac{1}{4}$ acres were bought, the State furnishing \$25,000. To this is to be added 400 acres secured from the Greylock Park Association.

The county of Berkshire, through its commissioners, appropriated \$1,500 for running expenses in the year 1900, and the same sum for the year 1901. These expenses exceeded somewhat \$1,500 the first year, and during the year 1901 have fallen below \$1,500.

| | | |
|--------------------------------------|------------|------------|
| Sum subscribed, | | \$1,965 18 |
| Paid Greylock Park Association, . | \$1,378 00 | |
| Paid excess on last land purchase, . | 454 06 | |
| Paid excess in running expenses, . | 59 84 | |
| Money on hand, | 73 28 | |
| | <hr/> | \$1,965 18 |

The foregoing statement is a correct exhibit of the expenditures of the Greylock Commission up to November, 1901.

JOHN BASCOM.

A. B. MOLE.

FRANCIS W. ROCKWELL.

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1905
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Commonwealth of Massachusetts.

REPORT OF THE GREYLOCK COMMISSION.

The reservation now contains 6,844 acres ; some 1,200 or 1,300 acres more are required to complete it, as at present laid out. The last appropriation of \$14,000 enabled us to add 1,384 acres. The county has greatly improved, during the past year, the road leading to the summit from the south. The purposes for which the reservation was made gain more perfect accomplishment each year.

Detailed Items of Expenditures in Land Purchases from Fund of \$14,000.

1904.

| | | | |
|----------|------------------------------|-----------|----------|
| Dec. 28. | J. H. Emigh, civil engineer, | | \$292 80 |
|----------|------------------------------|-----------|----------|

1905.

| | | | |
|----------|--|-----------|----------|
| Jan. 19. | Joseph Bissailon, 35 acres, | | 300 00 |
| Jan. 24. | A. W. Safford, register deeds, | | 1 79 |
| Feb. 1. | J. H. Emigh, civil engineer, | | 282 29 |
| Feb. 14. | Warren B. Dean, 64 acres, | | 1,000 00 |
| Mar. 15. | H. J. Arnold, 8 acres, | | 50 00 |
| Mar. 15. | A. W. Safford, register deeds, | | 1 62 |
| Mar. 21. | Leonard A. Rider, 97½ acres, | | 1,000 00 |
| Mar. 21. | A. W. Safford, register deeds, | | 1 64 |
| Apr. 27. | Paul and Selma Scholz, 200 acres, | | 2,025 00 |
| Apr. 27. | Andrews Hall, one-half 75 acres, | | 375 00 |
| Apr. 27. | South Adams Savings Bank, one-half 75 acres, | | 375 00 |
| Apr. 27. | A. W. Safford, register deeds, | | 5 74 |
| Apr. 29. | Richmond Iron Company, 207 acres, | | 2,000 00 |
| Apr. 29. | Richmond Iron Company, 75 acres, | | 900 00 |
| Apr. 29. | A. W. Safford, register deeds, | | 3 24 |
| May 4. | J. H. Emigh, civil engineer, | | 162 84 |
| May 8. | Clarence M. Smith, attorney, | | 71 64 |
| May 24. | A. W. Safford, register deeds, | | 2 39 |

Amount carried forward, \$8,850 99

Amount brought forward, \$8,850 99

1895.

| | | |
|------------------|--|-------------|
| May 24. | R. B. Cummings, 345 acres (including right of way, \$100), | 1,825 00 |
| Apr. 24. | A. W. Safford, register deeds, | 4 51 |
| May 24. | Everett and Wm. Andrews, 10 acres, | 325 00 |
| July 6. | A. W. Safford, register deeds, | 2 39 |
| | | <hr/> |
| | | \$11,007 89 |
| May 5. | Reserved for L. L. Brown estate for two lots taken by right of eminent domain, not yet paid for by the State:— | |
| | Aldrich lot, 140 acres, | \$1,400 00 |
| | Fisk lot, 128 acres, | 896 00 |
| | | <hr/> |
| | | 2,296 00 |
| | | <hr/> |
| Total, | | \$13,303 89 |

LANDS ACQUIRED FROM THE \$14,000 APPROPRIATION.

The lands obtained with the \$14,000 appropriation, save two small parcels, one of 10 and one of 30 acres, are on the southwest, south and southeast of the reservation as heretofore acquired. Previous to these purchases the southerly line of the reservation only extended to the summit of the westerly of the two peaks as seen from central and southern Berkshire, called Saddle Ball. Land has been added on the west, south and east of that peak. It is well wooded, and thus the forest will be preserved. The southerly line of the reservation, as now laid out, is on the northerly line of the town of Cheshire, except that the Follett lot extends a short distance into Cheshire.

The work involved in obtaining these lands has been somewhat of a task, and has taken time, for the reason that the northerly line of the town of Cheshire had to be determined first; the lands surveyed, that the entire acreage needed could be determined; the process of eminent domain used in part; and the boundaries, in most cases, had to be adjusted between adjoining owners. This work was begun in 1904, and continued until the snow came. Negotiations had to be made with the owners, deeds drawn and titles looked into, before the lands were finally acquired. Surveying, negotiations, title searching, taking of lands by eminent domain, settling the matter of acreage, boundary

lines, and preparing proper deeds, kept the commission quite busy. The detail work has been great, owing to the location of the lands and the uncertainty of holdings, etc.

This addition to the reservation is especially agreeable to the residents of central and southern Berkshire, for, aside from bringing the lands further south, the woods on the heights, as seen from the lakes and hills at the south, will thus be preserved in all the views of the mountain from that locality. It was to obtain and preserve these forests that the appropriation was made by the State.

The work was accomplished just in time, as shown by the fact that timber has just been cut from the slopes southerly of the new line established for the reservation. The industries at Adams and Cheshire had need of the forest, — indeed, some of the timber had already been bargained for, and some was actually cut and all threatened, when the State happily intervened.

In addition to the preservation of the forest, these purchases will pave the way for making easier the trail used by mountain climbers from Adams and Cheshire harbor, and will provide a way for the much-needed carriage drive on the easterly side of the mountain.

In connection with these purchases certain rights of way have been secured, which, when properly worked, will greatly aid the approaches to the reservation, — for example, a right of way leading down to the highway near the Scholz house; this will benefit the people who use the trolley roads. Further down toward Cheshire harbor another right of way leads from the highway to the Bassett Brook in the line of "the old stage road," thus giving an approach to the southeasterly part of the reservation. That part of the way from Cheshire up past "Jones Nose," which ran through the Cummings farm, which was discontinued as a public way a few years since, will now be secured to the public by a right of way. A right of way will run from the last-named right of way northeasterly to Kitchen Brook, on the north line of Cheshire, making it possible to lay a trail or drive along the northerly line of Cheshire easterly to the Follett lot, owned by the Commonwealth, and thence north-

erly through that lot to a wood road connecting, on the easterly side of the mountain, with the trail from Cheshire harbor and Adams up the mountain.

In future years, when proper roads are built, people from the south will be able to drive up the west side of the mountain and down the east side. When these roads are built, people from North Adams can drive up the mountain on the north side and drive down towards Adams and then back to North Adams on a far better grade. A right of way has been obtained over the Cummings farm, about half a mile, over the way now called "the temporary road," leading from Lanesborough to the summit. This has been heretofore used by Pittsfield, Lanesborough and Williamstown people, but the right to its use, etc., has now been given by deed. There should be a right obtained from that right southerly to the bridge below, about one mile, or a county road might be laid there. A right of way has been obtained from the south line of the extended reservation southerly to the foot of Round's rock, on the east side of that cliff. This right may in time be extended down over the ridge, southerly, to the Northup road in Lanesborough.

The commission met with great kindness and courtesy in their dealings with the owners of the lands acquired, and, although the questions which arose were often perplexing, all took a friendly interest in the general plan and purpose of the Greylock State Reservation.

WHAT THE PEOPLE OF THE COUNTY OF BERKSHIRE HAVE DONE AND CONTRIBUTED TOWARD THE GREYLOCK STATE RESERVATION.

Under the original act three commissioners were appointed from Berkshire County. They were Prof. John Bascom of Williamstown, for six years; Hon. Francis W. Rockwell of Pittsfield, for four years; Mr. Alfred B. Mole of Adams, for two years.

In 1900 Mr. Mole was reappointed for six years. In 1902 Mr. Rockwell was reappointed for six years. Mr. Mole resigned, having removed to Canada; and Mr. Edward S. Wilkinson of North Adams was appointed to fill the unex-

pired term. On the death of Mr. Wilkinson, Mr. William H. Sperry was appointed to fill the unexpired term, ending June, 1906.

The commission, January, 1906, consists of Prof. John Bascom, Hon. Francis W. Rockwell and Mr. William H. Sperry. These commissioners have served without compensation and with no charge for personal expenses.

A fund of \$1,965.18 was raised by subscription, in order to complete the free gift of the 400 acres on the summit from the old Greylock Park Association, and for other purposes, a free gift of the 400 acres being a condition precedent to the granting of the original appropriation from the State. Contributions were made by Pittsfield people toward opening a temporary road from the south to the summit, beginning even before the original appropriation was made from the State. These subscriptions aggregated but a few hundred dollars, but these amounts were supplemented by a great deal of volunteer work by a few interested people.

This temporary rough mountain road made the work of the county commissioners in building a permanent road far easier. The county of Berkshire grants an annual appropriation of \$1,500 for the care and maintenance of the reservation. From this fund the roads have been cared for, trails cut out and a superintendent of the reservation kept; a house has been built for the superintendent and his family.

The county commissioners have already expended about \$16,500 on the road leading southerly from the summit.

Miss Susan A. Churchill of Pittsfield, in November, 1905, gave 19½ acres to square out the reservation on the southeast.

JOHN BASCOM,
FRANCIS W. ROCKWELL,
WILLIAM H. SPERRY,

Commissioners.

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PUBLIC DOCUMENT SEP. 22 1892

. . . . No. 67.

STATE HOUSE, BOSTON.

SECOND ANNUAL REPORT

OF THE

GREYLOCK COMMISSION.

JUNE, 1903.



BOSTON:
WRIGHT & POTTER PRINTING CO., STATE PRINTERS,
18 POST OFFICE SQUARE.
1903.

SECOND ANNUAL REPORT

OF THE

recreation
GREYLOCK COMMISSION.

JUNE, 1903.



BOSTON:

WRIGHT & POTTER PRINTING CO., STATE PRINTERS,
18 POST OFFICE SQUARE.

1903.

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TO

APPROVED BY
THE STATE BOARD OF PUBLICATION.

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Commonwealth of Massachusetts.

REPORT OF THE GREYLOCK COMMISSION.

WILLIAMSTOWN, MASS., June, 1903.

To Hon. WM. M. OLIN, *Secretary of State*.

The commission have expended during the last year the \$20,000 granted in 1902 in the purchase of 1,732 acres, mostly forest and very essential in connection with the reservation. We have reached the outside bounds of the reservation at many points, and have good command of the most interesting features. Prices have been somewhat higher than in previous purchases. The reservation now contains about 5,500 acres. We hope for an appropriation another winter that will enable us to complete it. We are just commencing a survey of outside boundaries. We regard the work of the year as successful.

By the close of 1901 the first appropriation of \$25,000 was expended, as previously reported.

A second appropriation was made in 1902 of \$20,000, and expended during the year in the purchase of 1,732 acres of land and in incidental expenses of recording deeds.

The purchases are as follows: —

1902.

| | | | |
|------|-----|--|----------|
| Aug. | 14. | H. C. Benton, 25 acres, | \$200 00 |
| Aug. | 8. | John E. Lamb, 45 acres, | 200 00 |
| Aug. | 25. | L. B. Jenks, 31 acres, | 314 00 |
| Aug. | 27. | A. B. Roys, 120 acres, | 600 00 |
| Oct. | 3. | S. Proctor Thayer, 65 acres, | 1,250 00 |
| Nov. | 17. | Lewis Perkins, 120 acres, | 3,009 83 |
| Nov. | 19. | George L. Follett, 230 acres, | 890 00 |
| Nov. | 29. | Nathan Goodell, 300 acres, | 2,700 00 |
| Dec. | 6. | S. Proctor Thayer, 125 acres, | 2,000 00 |
| Dec. | 22. | City of North Adams, 50 acres, | 304 20 |
| Dec. | 27. | Charles B. Hubbell, 75 acres, | 1,300 00 |

1903.

| | | | |
|-------|-----|------------------------------------|----------|
| Jan. | 31. | S. H. Burbank, 75 acres, | 2,000 00 |
| March | 2. | S. Bacon, 427 acres, | 4,270 00 |
| March | 4. | The Paul family, 44 acres, | 939 00 |

In 1902 there was received \$1,500 for current expenses from the county of Berkshire. It was expended on the salary of the superintendent, on his dwelling and on roads.

JOHN BASCOM, WILLIAMSTOWN,
Chairman.

FRANCIS W. ROCKWELL, PITTSFIELD,
WILLIAM H. SPERRY, NORTH ADAMS,
Commissioners.

THIRD ANNUAL REPORT

OF THE

GREYLOCK COMMISSION.

JANUARY, 1904.



BOSTON :
WRIGHT & POTTER PRINTING CO., STATE PRINTERS,
18 POST OFFICE SQUARE.
1904.

THIRD ANNUAL REPORT

OF THE

GREYLOCK ^{reservation} COMMISSION.

JANUARY, 1904.



BOSTON :
WRIGHT & POTTER PRINTING CO., STATE PRINTERS,
18 POST OFFICE SQUARE.

1904.

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Commonwealth of Massachusetts.

REPORT OF THE GREYLOCK COMMISSION.

The period covered by this report extends from Jan. 1, 1903, to Jan. 1, 1904.

The Greylock Commission now consists of John Bascom (Williamstown), Francis W. Rockwell (Pittsfield) and W. H. Sperry (North Adams).

The land purchased during the present year has been 546 acres; the whole amount of land now belonging to the reservation is 5,460 acres. The two appropriations made by the State, of \$25,000 and \$20,000, are now exhausted. The 546 acres purchased during the present year cost \$7,209.

We have received from the county for current expenses \$1,500. This has been expended on roads and on the buildings at the summit. One new trail has been opened in the direction of Adams. There are now two roads to the summit, and three trails.

The number of visitors to the summit during the year has been unusually large, approaching 10,000.

We are greatly in need of better accommodations. The completion of the reservation will require the purchase of some 2,000 acres more.

JOHN BASCOM,

Chairman.

WILLIAMSTOWN, MASS.

PUBLIC DOCUMENT

. No. 67.

FOURTH ANNUAL REPORT

OF THE

GREYLOCK COMMISSION.

JANUARY, 1905.



BOSTON :
WRIGHT & POTTER PRINTING CO., STATE PRINTERS,
18 Post Office Square.
1905.

FOURTH ANNUAL REPORT

OF THE

reservation

GREYLOCK COMMISSION.

JANUARY, 1905.



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1905.

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Commonwealth of Massachusetts

REPORT OF THE GREYLOCK COMMISSION.

The reservation now embraces 5,460 acres, and we are just about to add 30 acres. The Legislature last spring granted the reservation \$14,000. The land we wished to purchase lay in one body in an extreme portion of the range. The ownership and boundaries were uncertain, and there seemed to be a disposition to put up prices. Under these circumstances it was necessary to do considerable preliminary work. This is now about finished and we hope shortly to add a thousand or more acres.

The number of visitors has been large during the year.

The chief work accomplished has been the laying out and partially completing a road toward Pittsfield with a better grade.

JOHN BASCOM,
FRANCIS W. ROCKWELL,
WM. H. SPERRY,

Commissioners.

WILLIAMSTOWN, MASS., Dec. 21, 1904.

FIFTH ANNUAL REPORT

OF THE

GREYLOCK COMMISSION.

JANUARY, 1906.



BOSTON :

WRIGHT & POTTER PRINTING CO., STATE PRINTERS,
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1906.

FIFTH ANNUAL REPORT

OF THE

reservation

GREYLOCK [^] COMMISSION.

JANUARY, 1906.



BOSTON:
WRIGHT & POTTER PRINTING CO., STATE PRINTERS,
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TO
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PUBLIC DOCUMENT No. 67.

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STATE HOUSE, BOSTON.
SIXTH ANNUAL REPORT

OF THE

GREYLOCK COMMISSION.

JANUARY, 1907.

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BOSTON :
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1907.

SIXTH ANNUAL REPORT

OF THE

reservation
GREYLOCK COMMISSION.
^

JANUARY, 1907.



BOSTON :
WRIGHT & POTTER PRINTING CO., STATE PRINTERS,
18 POST OFFICE SQUARE.

1907.

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TO

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Commonwealth of Massachusetts.

REPORT OF THE GREYLOCK COMMISSION.

Chapter 448 of the Acts of 1906 appropriated \$30,000 for enlarging the Greylock State Reservation, the commission being authorized to expend the same for the purpose of acquiring, by purchase or otherwise, lands deemed necessary or advisable to acquire during the three years 1906-08. The sum of \$10,000 was available for the year 1906.

The commission has purchased two tracts of land, one of 100.3 acres, known as "the Fitchburg Railroad lot," on Mount Prospect, for \$1,003; and one of 10 acres, adjoining, overlooking Williamstown, which is well wooded and accessible. These are desirable acquisitions to the forest.

The commission has also agreed to purchase "the Walden lots," so called, one of 249 acres, in Williamstown, and one of 196 acres, in North Adams, for the sum of \$6,000; but the commission are advised that it is desirable, in order to secure a good title, — the descriptions and the old deeds being defective, — to take the land first by eminent domain, and then by a supplementary deed.

The commission has also in view certain other lots, where it will be necessary to make surveys to determine the exact holdings of the several owners, and the surveys will be made next season.

The Berkshire County commissioners, by chapter 419 of the Acts of 1906, were authorized to construct and maintain, at the expense of the county of Berkshire, a public way leading from the south and into the reservation as far as Mitchell Brook. They have decided to use as a part of the way the present road for about 400 feet between Mitchell Brook and the site of "the old Ash Fort." From the site,

of the old fort to the southerly terminus of this proposed road is about $5\frac{1}{4}$ miles, $\frac{3}{4}$ of a mile of which is on the reservation proper, and about $1\frac{1}{4}$ miles over a right of way owned by the Commonwealth over the Cummings farm to the foot of "Round's Rock." The county commissioners have already caused this road to be laid out, and have made surveys of the way, etc. The portion on the reservation proper has been cleared so that it can be graded next spring. This work has been done by Mr. George A. Bauer, the man in charge of the reservation.

The commission has caused a survey and location to be made of one of the rights of way on the Cummings farm, to connect the town road running up from Cheshire with the new road to be built by the county, which, when worked, will benefit the Cheshire people.

Crushed stone has been placed in muddy places on the road from the summit to North Adams, which will greatly improve that road. Each spring and fall the roads are gone over to see that they are repaired and properly protected. There is already a very good mountain road from the summit southerly to the site of "the old Ash Fort," about $3\frac{1}{4}$ miles, although it may be widened and improved in future years; and this, in connection with the new county way above referred to, soon to be constructed, will furnish as easy an access to the mountain as can be expected from central and southern Berkshire.

The commission is having printed two small pamphlets: one by Prof. T. Nelson Dale, on "The Geological History of Mount Greylock;" and another by Prof. John Bascom, the chairman of the commission, being a general paper on "The Greylock State Reservation."

A road, about $1\frac{1}{2}$ miles in length, leading from the main road from the south to the summit, has been agreed upon by the commission, which will give access to "the Camping Ground," and thence to Stony Ledge, where the best view of "the Hopper" may be obtained. This road, it is hoped, may be begun next season.

The year has seen many tourists upon the mountain from all parts of the world. The New England Telephone and Telegraph Company, by an arrangement with the commis-

sion, has connected the mountain with their Adams exchange, adding greatly to the protection of the reservation in case of fire, as it gives a speedy way of calling out the fire wardens of the surrounding towns. It is very convenient, and is much appreciated by visitors to the mountain. The line runs about $3\frac{1}{2}$ miles up the hill from Adams, and through a pipe, 2,800 feet in length, up the steep incline on the east face of the mountain.

A new trail has been proposed and partially blazed and cut through, running from "the North Adams Road" toward Williamstown, which, when completed, will shorten the distance about 2 miles from Williamstown to the summit. Work has been done on all other trails, improving them greatly.

The little cottage has been painted. Openings have been cut on the roads, where views can be had without the sacrifice of trees and timber. A small bridge has been built over Peeks Brook on the Adams and Cheshire harbor trail.

There are quite a number of contemplated improvements in the line of roads and beautifying the summit, which will be entered upon as future appropriations are received from the county.

JOHN BASCOM.

FRANCIS W. ROCKWELL.

WILLIAM H. SPERRY.

Public Document

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No. 67

MAR 6 1908

STATE HOUSE, BOSTON.

SEVENTH ANNUAL REPORT

OF THE

GREYLOCK COMMISSION.

JANUARY, 1908.



BOSTON:

WRIGHT & POTTER PRINTING CO., STATE PRINTERS,

18 POST OFFICE SQUARE.

1908.

SEVENTH ANNUAL REPORT

OF THE

reservation

GREYLOCK COMMISSION.

JANUARY, 1908.



BOSTON:
WRIGHT & POTTER PRINTING CO., STATE PRINTERS,
18 POST OFFICE SQUARE.
1908.

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Commonwealth of Massachusetts.

REPORT OF THE GREYLOCK RESERVATION COMMISSION.

The work on the reservation for the year 1907 has been quite satisfactory. The county appropriated \$1,500 for the care and maintenance. That sum has been expended for the salary of a superintendent, for the building and repair of roads, trimming out the brush on some portion of the roadside, and for the general care of the reservation. Vouchers for all expenditures have been filed with the county commissioners.

In April the superintendent visited the towns around the reservation, interviewing the fire wardens, and calling upon the selectmen and upon the city authorities of North Adams, so that all might be ready to respond promptly in case of fire on or near the reservation. Fortunately, although the season was very dry, the reservation escaped destructive fires. The superintendent looked out for trespassers, and made a list of abutters. He also marked anew the old survey, made by the county commissioners in 1899, for a proposed road, having maximum grades of 7 and 8 per cent., from "the lower divide" (at a point about $1\frac{1}{2}$ miles down the southerly road) to the Scholz house, southeasterly from the summit, where it strikes the highway at a point about 2 miles from Adams. It trends southerly along the easterly mountain side, and thence by loops to the highway. The distance on the survey is about $4\frac{1}{2}$ miles. With the present highway leading from Adams, the grades on which might be greatly improved, a road built over it, connecting with the roads already built

above, would make the distance from Adams to the summit about 8 miles. This would be the shortest carriage drive to the summit from any of the surrounding valleys. From Pittsfield to the summit the distance by roads is about 17 miles; from Williamstown by the North Adams road, about 12 miles; from North Adams, about 9 miles. The Pittsfield road, though far longer, has now by far the easier grades, and the drive from that point takes less time than the others. Nearly all the money thus far expended for approaches to the reservation, since it was established, has been upon the southern or Pittsfield route, although eventually the upper portion of the road to the south can be used by all the towns, — that is, the $\frac{1}{2}$ of a mile near the top.

The iron observation tower on the summit has been thoroughly repainted. A new bridge has been built over Mitchell Brook, and 500 feet of new road made just north of the brook.

By the Acts of 1906, chapter 419, the county commissioners of Berkshire were authorized to lay out, construct and maintain an approach from the south, from the Northrup road in Lanesborough up over the ridge, about $5\frac{1}{2}$ miles, to a point near Mitchell Brook, about $\frac{3}{4}$ of a mile of which was within the reservation. In the fall of 1906 the county commissioners did some work on this road within the reservation limits, and during the year 1907 the road was practically completed; the only remaining work to be done is the building of one or two cattle passes, the draining and stoning of certain places where the road over the hills leads through pockets, and the widening of an arch bridge, etc., the estimated expenses being about \$500. The road was opened, however, for driving in the fall of 1907. Mr. George A. Bauer, the superintendent of the reservation, built the road for the county commissioners. This road runs through six farms, passing Round's Rock, a fine view point, and throughout its entire distance affords unsurpassed views of Berkshire hills and valleys lying to the south and west of the reservation. Its cost thus far to the county, including land damages, is \$6,152.18.

Under the direction of Mr. Sperry, of the Greylock Reser-

vation Commission, a way was built, for about $\frac{3}{4}$ of a mile, from a point on the new county way near the site of the old Bennett house, over a right of way owned by the State on the Milton farm, which greatly benefits the approach to the reservation from the Cheshire valley.

A road was begun from "the Camping Ground" (on the westerly side of the mountain south of "the Hopper") extending up to the old temporary or Cooke and Robbins road, and thence up to the high bridge on the main road up the mountain from the south. The upper part has as yet only had the trees and brush removed from the proposed travelled path, but it is hoped to complete this next season. The commission design hereafter to extend this road about 1 mile, running westerly from the "Camping Ground," and thence northerly up on to "Stony Ledge," where the best view of "the Hopper" is obtained. Eventually a road may lead from that point down through "the Hopper," leading toward Williamstown.

The usual repair on all the roads was attended to throughout the season, and they were in excellent condition.

With the new approach from the south, a road over the hills and through the reservation from south to north now extends for a distance of about 15 miles, — that is, from the Northrup road in Lanesborough to the Notch Reservoir in North Adams. The portion from the summit north, nearly 6 miles, was built before the reservation was established, and was given to the State; the 9 miles to the south has been built since by the county of Berkshire. The completed distance furnishes as beautiful a mountain drive as the State affords.

Statements issued by the county commissioners show that thus far the county has appropriated for care and maintenance of the reservation the sum of \$10,862.25, beginning with the year 1900; and that the county has in addition expended on roads from the summit down to the Rockwell road (about $3\frac{1}{2}$ miles) the sum of \$17,428.84, which included the cost of the survey of the proposed Adams road in 1899; for temporary roads, \$783.55; for the Rockwell road, authorized by the statute of 1906, $5\frac{1}{2}$ miles in length, which con-

stitutes the southern approach to the reservation, the sum of \$6,152.18; and upon the North Adams road, in repairs, etc., the sum of \$315; making a total of county expenditures for care, maintenance and roads since the reservation was established in 1898 of \$35,541.82. To this total is to be added the cost of a stone crusher recently purchased by the county for use on the reservation.

These mountain roads are not built for automobile travel. They are too narrow as yet in many places. There should be yet more turnouts and sluices, and the grades on the North Adams road could be much improved.

The commission has in view a road from a point south of the rounded summit of Greylock, about $\frac{3}{4}$ of a mile in length, skirting the western side of the peak, to connect the road running south from the summit with the North Adams road. This would do away with the steep ascent on the north side of the peak, and would give the people driving from the north grand glimpses of the mountain scenery to the south, replacing an average 15 per cent. grade with one on the new portion of about 3 per cent.

The dome of Greylock greatly needs attention, and as soon as may be the commission hope to add to its attractiveness and convenient use in various ways.

There is yet to be located one of the rights of way owned by the State over the Milton farm, leading northeasterly from the Cummings' house to the Follett lot. There is a wood road through the Follett lot, leading northerly, which will connect with the proposed Adams road, thus opening up the southeasterly portion of the reservation, perhaps 1,000 acres, lying easterly of Saddle Ball.

The commission has had prepared by Mr. Arthur W. Safford, the register of deeds at Adams, a typewritten book containing minutes, references and descriptions of the deeds obtained by the State of land already acquired for the reservation, which will be of great value in the work of the commission.

In 1906, by chapter 448 of the Acts of that year, the Legislature appropriated \$30,000 for the purchase of additional

land for the reservation, the last \$10,000 of which was to be available for the year 1908. The commission has already purchased from that fund about 445 acres known as the Walden purchase, 74 acres from William Collins and about 10 acres on the westerly line of the reservation. Surveys and descriptions have been made and prepared to aid in the purchase or taking of other lands needed to complete the present plan. Estimates are being made for land values, and negotiations are under way for the purchase or preliminary to the taking of the lands.

BOUNDARY MARKERS FOR THE RESERVATION.

The commission find, on consultation with Mr. John H. Emigh of North Adams, civil engineer and surveyor, that about 96 markers will be needed to define the outside lines of the reservation. Fifty of these have already been obtained, and under great difficulties drawn to the points where they are to be set up; 46 others will be needed, and will be obtained and placed when funds are provided for that purpose. The 50 already obtained reached North Adams on May 27, 1907. These markers are not less than 7 feet long, and the part to be exposed above the ground is about $2\frac{1}{2}$ feet. The average weight is about 650 pounds. Where they are to be placed on side lines the letters G. R. (Greylock Reservation) will show on one face. At the angle points of the reservation lines the G. will be on one face and R. on the adjacent face. The markers will be placed so that the letters will appear on the side toward the reservation. Their great weight made the work of transporting them to the points where they are to be set up a difficult undertaking. The 50 already drawn to points where they are to be set up are on the south, east and north sides of the reservation. They will not be placed at uniform distances, but will be placed at all angle points; and in long stretches between the angles will be placed in prominent places at intervals of from 1,000 feet to $\frac{1}{2}$ mile. After being set there will be a groove cut across the top of the marker, thus indicating the direction of the reservation line.

The design is, after these markers are placed, to cut a path-

way or trail through the forest from one marker to the next, so that private owners abutting on the reservation can easily find the boundary lines. At some time the pathway should be made wide enough to furnish some protection against fire in certain places.

The commission regrets that these markers are not now all ordered and set up, and the delay is caused solely from lack of a proper appropriation for that purpose. The funds thus far used in the work, about \$520, have come from the small balance of the \$14,000 appropriation of 1904, which was saved from the estimates for the purchase of lands. The commission deems it wise to ask from the Legislature a small appropriation to complete this work. The legislative committees who have made reports favoring appropriations for the purchase of lands have always felt and suggested that the State should protect its own interests by clearly defining the boundaries of the reservation; but the acts granting appropriations have been for the purchase of lands, and hitherto have not expressly made it clear that the lands purchased should be properly marked with boundary stones. The commission has hitherto felt that it would be more economical for the State to await the purchase of the complete territory needed for the reservation before placing these outside boundary markers. Now that we know where the outside lines will be located, the need is urgent in order to protect the State's interest in the lands.

The estimated cost of purchasing, hauling and setting up the 46 remaining boundary stones, and setting up those already upon the ground, will be about \$1,200. This sum will include the proper supervision of the surveyor, and all items of expense in the matter. Owing to the character of the land where the boundary lines run, the commission deems it of the utmost importance that these markers should be set. If these are not set during the coming season, the angle points must be gone over and stakes renewed, or many will be lost, the original surveys having been made four and five years ago.

Cutting out the line bounding the reservation, which may also be considered a part of the permanent marking, would cost about \$500.

A resolve might be introduced in the Legislature this year appropriating the sum of \$1,200 for procuring the balance of the markers needed and placing them, etc., and the further sum of \$500 for cutting out the boundary lines.

JOHN BASCOM,
FRANCIS W. ROCKWELL,
WILLIAM H. SPERRY,

Commissioners.

DEC. 31, 1907.



EIGHTH ANNUAL REPORT
OF THE
GREYLOCK COMMISSION.

STATE PRINTING
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JANUARY, 1909



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1909.

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OF THE

reservation

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Commonwealth of Massachusetts.

REPORT OF THE GREYLOCK COMMISSION.

The Greylock reservation was established in June, 1898. The first season and the following one were occupied in securing the money required for the purchase of the property held by the Greylock Park Association; this purchase being the condition of the first grant from the State. Now, at the close of the eighth year of active work, the reservation embraces 8,187 acres, and contains all, or nearly all, the land desired for its completion. It extends north and south 6 miles, and east and west, in its extreme points, $4\frac{1}{3}$ miles. The outline is irregular, corresponding to the structure of the mountains, and also somewhat governed by the needs of adjoining farms. A large tract, 436 $\frac{1}{2}$ acres, held by Dewey Phillips, has been acquired during the present year by condemnation; also a tract, 300 acres, situated in the "Hopper" and owned by Clarence Smith. A small tract owned by Burt Eldridge has been obtained by purchase. These parcels were enclosed in the reservation. It may be deemed advisable to rectify the boundaries at a few points, but the work of purchase is essentially complete. Land owned by the city of North Adams in connection with its water works is regarded as an extension, in its practical bearings, of the reservation. The boundaries of these adjoining properties have been amicably arranged.

About half of the granite markers defining the reservation have been placed, and this work is passing to completion. The immediate work of the State is, therefore, according to present appearances, nearly accomplished.

The county of Berkshire has appropriated annually \$1,500 for the support of the reservation, expended a large sum, as given in previous reports of the commission, and \$2,500 during the present year. There have been no stint and no reluctance on the part of the county in the aid it has furnished to the reservation.

Up to the present time the Greylock Commission has been chiefly occupied in the construction of roads. The success of this work has been very considerable. There was but one road, and that in a bad condition, extending from the summit northward, when the commission entered on its duties. This road has been put in a fair condition, but still calls for considerable labor in reducing its grades and in improving the road bed. The road from the summit south has been constructed with an easy grade, and commands many fine views. About 3 miles from the summit it divides, the right-hand branch dropping down the slope more rapidly, and furnishing an approach to New Ashford, as well as to Lanesborough and Pittsfield. The left-hand branch follows the ridge, as it gradually declines to the south, and furnishes for a long distance a magnificent view of the mountains, lakes and central valley of the county. It also opens up a road to Cheshire. There remains in roadmaking the uniting the summit, on the one side, with Adams, and, on the other, with Williamstown through the "Hopper," the natural portal of the range. During the past summer a road has been finished uniting the camping ground with the summit; and also one extending west from the camping ground to Stony Ridge, which furnishes the best view of the outer "Hopper," the finest single picture of the reservation. The camping ground lies on the line of the contemplated road through the "Hopper." Though the wants of Williamstown are the last to be met, when once this road is fittingly made, no road on the mountain will surpass it in its close association with the most striking scenery of the reservation.

These various roads not only render the mountain range more accessible, but they are needed as fire guards. Without protection of this sort it would be quite possible that

the reservation should be swept by fire from side to side, to its immediate destruction. The roads should be cleared on either side of underwood and dead limbs, so as to offer no material for the spread of flames. Now that the roads are permanent and so far completed, much can be done, by cutting out views, to make the journey to the summit inviting. If a trolley is to be built, the means of access, on which by far the largest portion of visitors are dependent, will be easy and ample. The territory in the "Hopper" and in other portions of the reservation will remain in its native wildness, to reward those who have the energy to explore it.

The summit, when the reservation was established, was without structures of any importance, with the exception of the tower. It still remains poorly provided, and invites the generosity of natives of Berkshire to furnish suitable buildings for the hospitable reception of its many visitors. The success of the reservation, provided for the extended and enjoyable sympathy of man with nature, will depend very much on the impression made by the summit. The summit is the center of all roads, and gives the key note of all pleasures. Destitution and neglect here will mar the entire effect. Buildings that meet all immediate wants, are in harmony with the place and gratify the desire for rest, put the visitor at once into a mood of contentment and enjoyment. The grandeur is present, the day is memorable; the more the pity, then, that visitors should suffer any abatement by surrounding conditions.

The commissioners have looked hitherto neither to the State nor to the county to provide the hospitable entertainment of strangers. As the expense of suitable buildings will not be great nor frequently renewed, they still cherish the hope that the goodwill of the northern and middle portion of the county will suffice for this work, and complete the reservation by a provision which more than any other will express the large and genial temper which should go with it.

An urgent necessity on the summit is an adequate supply of water. During the last weeks of the present season it

has been necessary to draw it from a distance. Both health and comfort demand water in greater abundance. It would be quite possible, with buildings of reasonable dimensions, to catch sufficient water for the year's supply. In the absence of such buildings, it must be drawn to the summit, and will be scrimpingly used. This laborious and ineffectual method ought to be replaced with one more proportioned to the circumstances. If we are not to have buildings, the needed water should be pumped from the nearest suitable spring.

The reservation is almost wholly covered with forest, a considerable portion of it primitive. To bring this forest into its most productive and at the same time most beautiful form will tax for many years the utmost skill of the commissioners. All that the present Board can hope to do is to commence the labor, and leave it in a suitable form to be completed by those who are to follow. At present there is much undergrowth of no significance, many dead and decaying trees, and trees which have long since become tough and crabbed by old age. There is thus in the forest much to be removed and much to be encouraged by better conditions of growth. The expression of neglect and injury should be displaced by that of watchful, wise and interested care. The forest would thus at all times show the largest growth, be made up of trees in every stage of development, and look each year to the removal of those which were completing their service. The aggregate growth would thus be the greatest possible, the vigor the most general and the sense of life the most comprehensive. The yearly removal for wood and lumber should take place with the least disturbance and the most benefit. Some of the European forests have come to yield an annual income of \$6 an acre. In the beginning this renovation of the forest should take place along the roads, extending farther out, as experience should indicate. At present this process brings little or no return. We are doing, without reward, work that should have been done years ago. As, however, the labor advances, it will gain in ease and profit, and in the end we shall be found cutting the best and the most valuable

timber, not the poorest. This is winter work, and in time the production of the winter might help the expenditure of the summer. We are to bear in mind that the utility of the reservation is primarily spiritual, not physical; but the highest purpose is always best attained with some wise reference to lower objects. There will always remain in the reservation large areas in which the freedom and boldness of nature will constitute the primary impression, and render the chief service.

The reservation ought to become, and we trust is destined to become, the shelter and home for many beautiful things, both in the vegetable and the animal kingdom. This should be its distinguishing characteristic. The moment one enters its borders, he should be struck with the number of living things which are cared for and made to yield their full return to the delighted eye and instructed mind. This sympathy of nature with man and appreciation of nature by man should be the chief reward of the labor bestowed on the reservation. It is for this that the mountains and their slopes are reserved as a most significant part of our heritage. So will the reservation become, in the midst of our industries, an unfailing token of the beauty of the world granted to us, of the favor of God in his hourly work in our behalf.

JOHN BASCOM,
FRANCIS W. ROCKWELL,
WILLIAM H. SPERRY,

Commissioners.

NINTH ANNUAL REPORT
OF THE
GREYLOCK COMMISSION.

JANUARY, 1910.



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ATTORNEY GENERAL

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The Commonwealth of Massachusetts.

REPORT OF THE GREYLOCK RESERVATION COMMISSION.

The Greylock reservation has been, with the close of the present year, in existence twelve years. Its area remains the same as last year, 8,187 acres. Little territory is to be added, and the suits in connection with two condemnations have left us uncertain as to the sum still at our disposal. The primitive forest, the second growth and the cleared spaces are being rapidly united in one inviting prospect.

What was our first labor still remains a primary consideration, suitable roads. There are about twelve miles of road in the reservation, and a half dozen or more, outside its bounds but wholly associated with it. Much has been done to these roads to make the grades light and the road-bed firm. The road from North Adams, about five miles of which lies in the reservation, was the first to be established, and still requires some improvement. We are just beginning to use crushed stone, and we hope shortly to be rid of muck.

The main road south to Pittsfield through Lanesborough is of light grade and in good condition. About two miles from the summit there is a branch road of a mile and a half to Rocky Ledge, which affords a very fine view of the Hopper. A second branch road, farther on to the right, leads to New Ashford. Still farther on, a branch to the left unites with the public road to Cheshire. At about the same point, a second road to the left has been commenced, which opens up a new portion of the reservation, and which is

to be extended to the public road which leads to Adams. This also will be a road of light grades and fine views. One further road is proposed through the Hopper to Williamstown. It will be more difficult to make, but will render the reservation accessible from the west and open up some of its finest scenery. We have occasion to acknowledge the cheerful and abundant aid of the county commissioners in the building of these roads. When they are in good shape they will give a ready approach to the reservation from all directions, will afford easy access to its chief points of interest, will furnish available fire-guards, and in no way, we trust, mar the bold, natural features of the locality. We have reason to hope that these important objects will all be shortly reached.

There has been no fire in the reservation this year, and only one, easily managed, in its immediate vicinity. The superintendent has put himself in communication with the fire wardens of the adjoining towns and with abutters, thus enabling interested persons to act at once in harmony if occasion should arise.

The superintendent, George A. Bauer, has shown great capacity in road building and in general management of the grounds. The results reached in this direction have been attained with a relatively small expenditure.

During the year there has been some labor expended in preparing the ground for a new barn, 60 by 40 feet. The present building has been long in service, affords inadequate shelter, and is in every way uninviting. The new building should be exposed as little as possible to fire, and can advantageously be made of stone, which is abundant. These, with receding rustic joints, would unite durability and fitness in a high degree. It will occupy much the same ground as the old one, with a larger yard.

The direction in which the labors of the commission have been hitherto least satisfactory has been the buildings on the summit. These have been mere makeshifts, utterly out of keeping with the wants of visitors, the services which those in charge would be glad to render, the hospitality of the reservation, and the impression which surrounding

objects are fitted to give. There ought to be nothing on the summit to mar or weaken the force and pleasure of magnificent scenery. We have always been exposed, especially in the winter months, to injury and rudeness. Our own shortcomings provoke this disrespect. When our action is in harmony with nature, and modestly avails itself of the opportunities of the place, we can hope that all unseemly human action will disappear. It is not at all the purpose of the commission to furnish entertainment to those indifferent to the regal beauties of the world, but simply to give, for a brief period, the means necessary to the quiet enjoyment of nature. This is the more needful as no other aid is at hand, severe storms are liable to arise, and the morning and evening hours are wont to be much the finest. In the division of labor the purchase of the land fell to the State, the expense of "care and maintenance" was laid on the county, thus leaving a suitable provision on the summit to the interest and liberality of citizens. This is a fitting partnership of the entire community in an undertaking whose success must depend on the universality of the interest it awakens. This interest, once aroused and suitably expressed, will make of the reservation that magnificent accumulation of natural gifts and human responsiveness which it was intended to be. We love to adorn our cities and villages, to enrich them with libraries and museums. In the reservation, the wider and grander provisions of the outer world are to be offered to all citizens and all comers on the same free terms with which they are bestowed.

The estimated number of visitors for the past year is fourteen thousand and this, in each case, means one day at least given to awakening a deeper sympathy with the world in which we are. It seems at once pitiful and contemptible to urge large expenditure in behalf of the reservation, and then to leave this expenditure in part to fail because of mean appliances and inadequate accessories. When the primary purposes and the method of their fulfilment shall fully concur in the relaxation, pleasure and instruction of the entire community, we shall come to understand what a great and fitting undertaking the reservation really is.

One most important interest involved in the labor at the summit is the water supply. This has been insufficient and often of a poor quality. The springs are several hundred feet below the summit, and not very copious. They promise neither a ready nor an ample amount of water. If capacious reservoirs were cut out of the rock in connection with each of the large buildings, and filled from roofs which did not stain the rainfall, a large supply of the purest water could be secured. Even now when these conditions are by no means met, most of the water that is used comes from above. The new barn will be provided with a large rock reservoir.

The time ought not to be far off when the reservation would be in occupation during the entire year. There is now enough wood and timber waiting to be cut to meet all or nearly all the expense involved in the labor of winter. Nor, if suitable buildings were open, would there be in any month of the year an entire absence of visitors. To bring the reservation to its highest usefulness in all directions is an undertaking calling for much skill and economy. We can hardly think that the inhabitants of Berkshire would have asked so large a gift from the public unless they were fully ready to make it successful by their own liberal co-operation. The reservation will be a great ornament and lasting praise to Berkshire, if it is handled in the spirit in which it was given. We are under the more obligation to remember this when the southern portion of the county is striving to convert High Peak into a second reservation. This effort we should aid, and at the same time we should feel the generous emulation it lays upon us. The county gave us the past year \$2,500.

There have been ordered ninety-four granite markers. These, with the exception of two, are all on the ground, some in position, others as near their location as they could be carried by wagon. Thirty-six have been set. We have not pushed this work because of the engagements of the surveyor, and because we were looking to some minor variations of boundaries.

In the suit between Smith and the Commonwealth the jury gave a verdict slightly in advance of the sum awarded by condemnation. The suit therefore has been without profit to Mr. Smith, and attended with considerable loss to the reservation in the item of costs.

JOHN BASCOM,
FRANCIS W. ROCKWELL,
WILLIAM H. SPERRY,

Commissioners.

TENTH ANNUAL REPORT

OF THE

GREYLOCK COMMISSION.

JANUARY, 1911.



BOSTON:
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1911.



One Thousand Acres within the Greylock State Reservation, overlooking the Hopper from the South, the Vermont Hills in the Distance.

TENTH ANNUAL REPORT

OF THE

Mass. *reservation*
GREYLOCK COMMISSION.

JANUARY, 1911.



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The Commonwealth of Massachusetts.

REPORT OF THE GREYLOCK RESERVATION COMMISSION.

The Greylock State Reservation, established by chapter 543 of the Acts of 1898, now consists of 8,147 acres of wooded country, broken and mountainous, lying in the towns of New Ashford and Williamstown, the city of North Adams and the towns of Adams and Cheshire. The four highest peaks in the State are in the reservation.

The care and maintenance of the reservation, under the act of establishment, devolve upon the county of Berkshire. The three Greylock Reservation Commissioners are residents of the county of Berkshire, and are appointed by the Governor; they serve without compensation. Annually they make an estimate of expenditures for the care and maintenance of the reservation, and, after approval by the county commissioners of Berkshire, this estimate is included by the Legislature in the county tax budget. Vouchers for all money expended by the Greylock commissioners are filed in the office of the treasurer of the county of Berkshire. Special authority has been given the commissioners by statute to receive gifts for the purposes of the reservation.

ACCOMMODATIONS ON THE SUMMIT.

Mr. Geo. A. Bauer, as in all the years since the reservation was established, has been employed to superintend the work. In addition to his moderate monthly compensation he has been allowed the use of the little summit house and log stable. During the day the main room in the house is reserved for public use. The superintendent and his family have entertained the public, at a moderate charge for meals and lodging, as well as the limited accommodations have

allowed. Since the building of the house this has been the arrangement. Although the accommodations are limited and not in keeping with the needs of the public, it has been thought best to continue the present plan until there are gifts or appropriations for the much-needed buildings.

RESERVATION WORK FOR THE YEAR.

1. Work of the Superintendent.

The superintendent began his season this year by making his annual trip around the reservation, a journey of many miles over country roads. He interviewed the selectmen of the various towns, the fire wardens, and the owners abutting the reservation; and he engaged men to report to him by telephone in case of forest fires.

After this trip he occupied the next few days in locating granite markers, — which had been left “at the end of convenient wagon haul,” by order of the former surveyor, — working about the summit clearing up the débris of winter, and repairing the summit buildings. The floor of the house was repainted. Several small purchases were made, — two fire extinguishers for the house, five iron beds and mattresses, and screens for windows and doors. Three hundred feet of surface pipe was bought to connect one of the water tanks with the stone crusher. An inventory of all tools and personal property was taken.

The last week in April, when this work at the summit had been completed, arrangements were made for employing men and teams for the general work upon the reservation. The \$15-spruce tower on Stony Ledge, destroyed by severe winter storms, was rebuilt. The new tower was struck by lightning, and was later repaired.

Need of Iron Towers. — There is but one iron tower upon the reservation. There should be seven others, one on each of the following heights: Stony Ledge, Mt. Prospect, Mt. Williams, Mt. Fitch, Ravenscrag, Saddle Ball and Jones Nose.

Another small piece of construction work, finished later in the year, was the building of a concrete dam, 24 feet long and 3 feet in depth, across the outlet of the ice pond. The

pond was partially cleared of muck, a work which should be continued next spring.

Roads and Trails.—The first week in May the work of repairing the roads began. Not until the 14th of May did the superintendent's family arrive at the summit. The rough cutting for the outline of the trail from the Lower Divide to Saddle Ball, begun last year, was completed. About 100 yards of stone, crushed in 1909, was put on the County Commissioners' Road. Another 100 yards, crushed this year, lies on the summit near the crusher. A heavy storm swept the southern portion of the reservation in September, doing considerable damage to the roads. This damage was repaired partially in the fall. On the North Adams road certain changes which will improve the grades were begun; new pieces of road will be necessary, one 1,300 feet in length and one 300 feet. This work should be continued next spring.

A New Road built.—The most important road work of the year was the construction of a new road starting from Scholz's house southeast of the summit, near the foot of the Cheshire Harbor Trail. The new road extends westerly up the mountain for about a mile; then it turns 2 miles in a southerly direction, along a plateau included in the southeastern part of the reservation, east of Saddle Ball, to a point near the southerly end of the reservation. About 3 miles of new road was constructed.

This new road connects with the road built last year near the southerly line of the reservation. The road built last year leads westerly, and joins a right of way leading southerly to a point near Cummings's house. There it connects with another right of way leading westerly to the Rockwell Road, the southerly approach to the mountain.

A short portion of the road built last year was on private property near the southerly line of the reservation. Negotiations are under way to buy at that point 13 acres of land, to straighten certain lines and to include within the reservation the portion of the road now on private land.

The 3 miles of road built this year is an important portion of the system of roads planned for the development of the

reservation. It makes a connecting link between the highway from Adams on the east of the reservation and the roads which approach the summit of Greylock from the south. It is the first road on the easterly side of the reservation. The distance from Adams to the summit of Greylock over this road is about $11\frac{3}{4}$ miles. Heretofore Adams people have been forced to travel 15 miles to reach the summit.

By building a 2-mile piece of road northerly from the new road, from a point at the upper end of the Follett lot, to the Lower Divide, as surveyed in 1899, the distance from Adams to the summit might be reduced to about $7\frac{1}{2}$ miles. Former reports have alluded to this proposed road. It is needed not only to shorten the distance from Adams to the summit, but to make it possible to reach from the summit the thousand acres lying in the southeast corner of the reservation. Such a road is needed, moreover, as a fire ward. It would help to segregate any forest fires starting on the east side of the reservation.

2. *Work of the Surveyor.*

The interests of the Greylock reservation suffered a great loss in the death of Mr. John H. Emigh of North Adams, on Jan. 6, 1910. Mr. Emigh was a civil engineer and was at one time an instructor at Rensselaer. He was painstaking and thorough; and he had a detailed knowledge of the work of the reservation which was invaluable.

His son, Mr. Wm. C. Emigh, C.E. (Rensselaer), who had assisted in certain portions of the survey, and who had the advantage of his father's notes, has made this season for the commission a stadia survey of the Cheshire Harbor Trail and the 3 miles of road built this year. This survey will be used for the purpose of mapping.

A survey has been made as well by Mr. Emigh of the road and right of way built last year to the Cummings's house. He has also cut out the north side of the Paul triangle. Mr. Bauer has cut out a portion of the east line of the reservation, $1\frac{1}{2}$ miles, from Bassett Brook north to the upper Howland lot.

The Granite Markers. — Another matter taken up by Mr. Emigh this year has been the placing of more of the

granite markers on the outside lines of the reservation. Thirteen granite markers were set up on the northerly line. To locate these points it was necessary to rerun certain lines. Nineteen other granite markers were carried to proper points on the south and southwest lines of the reservation, and all the markers were placed firmly in position. To date 68 markers have been set up on the outside lines of the reservation. This leaves 26 of the 94 markers purchased still to be placed in position. This work is very difficult, owing to the ledges and rough country encountered.

3. *Legal Work.*

The petition of Dewey Phillips for the assessment of damages, by a jury, for the taking of certain land, entered in the Superior Court in December, 1908, was settled Oct. 4, 1910, by the Attorney-General, without a trial.

The petition of Clarence M. Smith, of a similar nature, entered February, 1909, was tried before a jury at the October term, 1909, and a verdict given. From this verdict the petitioner appealed. Exceptions were filed Dec. 14, 1909, which have been entered in the Supreme Court.

Although land has been taken by the right of eminent domain previously, these two are the only cases which have reached the stage of a petition for damages.

The right to take water from a certain spring, reserved by Scholz in his deed to the Commonwealth, was relinquished by him for a small consideration, and a deed of release given to the Commonwealth.

A deed of a new right of way, for a short distance, was obtained from Scholz, after a survey was made by Mr. Emigh. This new right of way will make the grades on that portion of the new road easier than those formerly encountered on the old right of way.

LEGISLATIVE MATTERS.

The Proposed Street Railway to the Summit.

Section 3 of chapter 601 of the Acts of 1910 requires the construction of certain street railways, by the Berkshire Street Railway Company before the first day of January,

1913, "upon such locations as shall be designated in the petitions of said street railway company and approved by the board" of railroad commissioners.

Among the railway extensions required is —

(b) a line of street railway from some convenient point on the line of the Berkshire Street Railway Company to some point at or near the summit of Greylock mountain: *provided*, that the Greylock reservation commission assents to the construction of such line of railway through the reservation and indicates a route therefor which, in the opinion of the board of railroad commissioners, will permit of safe and reasonably economical construction and operation for a railway to some point at or near the summit of said mountain.

This statute seems to indicate that if the Greylock Reservation Commission, the Berkshire Street Railway Company, and the Board of Railroad Commissioners agree on a location, and the Greylock Reservation Commission assents to the construction of the line of railway through the reservation, and "indicates a route therefor," the railway will be built, if, in the opinion of the Board of Railroad Commissioners, the route "will permit of safe and reasonably economical construction and operation for a railway."

As a matter of fact the Berkshire Street Railway Company, previous to the passage of this act, caused a survey to be made for such a railway. From Adams the route extended northwesterly to the Bellows Pipe which is on the reservation. At that point a turn was made toward the southwest, ascending in a diagonal line the rocky, water-scarred and precipitous eastern face of Greylock. The present southern carriage road to the summit was crossed at a point just below the cut in the rocks overlooking Adams; and a course was followed leading first toward the northwest and then swinging around toward the east to the summit. Thus the ascent of the mountain was made by a spiral starting from the Bellows Pipe and ending at the summit, — a scenic but expensive route.

The act of 1910 does not provide for any payment to the State from the Berkshire Street Railway Company for the right to enter the reservation; nor does it specifically provide for the payment of a corporate franchise tax, or any other

tax; nor does it provide that the share of the tax paid into the treasury of the Commonwealth by the Berkshire Street Railway Company, which would be apportioned, under other provisions of the law, to the towns within which the portion of the railway on the reservation would lie, be apportioned to the Commonwealth, and credited by the Treasurer to defray the necessary expense for the care and maintenance of the Greylock State Reservation, and that any excess thereof remaining be credited to the Greylock State Reservation Fund.

See similar provisions in Acts of 1906, chapter 463, Part III., section 131, and Acts of 1910, chapter 592, section 4. The laws should be uniform in this respect. Should there not be an amendment to the Acts of 1906, chapter 463, Part III., section 131, last clause, to include the Greylock State Reservation in the apportionment of the tax, by inserting after the words "Wachusett mountain state reservation commission," and before the word "shall," the words "and the share of the tax paid by a street railway company in respect to its tracks upon locations granted within the limits of the Greylock state reservation."

PRESENT ORGANIZATION OF THE COMMISSION.

Prof. John Bascom, who appeared by request at the legislative hearing on the petition to establish the reservation in 1898, and soon after was appointed on the commission, declined a reappointment in June, 1910, on the completion of his second term of six years. His colleagues on the commission regret that he felt it necessary to retire. He had acted as chairman, secretary and treasurer, until, on the appointment of Mr. Sperry, the latter was chosen secretary and treasurer. The gentlemen who served with Professor Bascom wish, in behalf of the public, to record the general appreciation of his service.

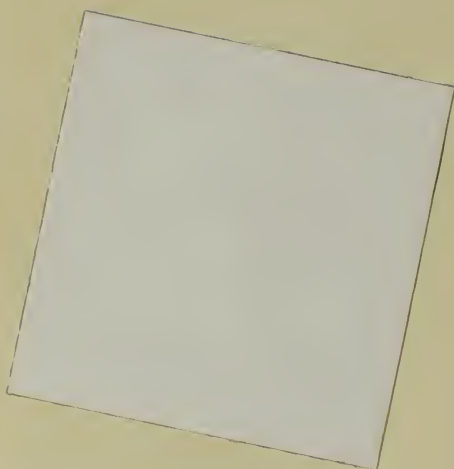
By a vote passed by the commission, Mr. Sperry, the treasurer, has supervised the work the past season. He has paid off the men, and, as is required, has filed with the Berkshire County treasurer expense vouchers for all reservation outlays. Mr. Sperry has devoted a day each week to

making up the pay roll and paying off the men, to say nothing of his other duties. This work he has done several years without compensation.

The successor of Professor Bascom, appointed in July, 1910, is Mr. Arthur B. Daniels of Adams. After this appointment Mr. Rockwell of Pittsfield, an original member of the commission, was chosen chairman, Mr. Sperry of North Adams, treasurer, and Mr. Daniels of Adams, secretary.

FRANCIS W. ROCKWELL,
WILLIAM H. SPERRY,
ARTHUR B. DANIELS,

Commissioners.



MAR 12 1942 W.P.A.

